



Grain Transportation Report

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Total Transportation Cost Increases for Soybean Exports. The total cost of transporting soybeans from Minneapolis, MN, to Japan increased between the 3rd and 4th quarters of 2004. Total transportation costs through the Pacific Northwest (PNW) region increased 13.9 percent, from \$77.97 to \$88.77 per metric ton, while the total cost through the Gulf of Mexico (Gulf) increased 22.3 percent, from \$75.58 to \$92.45 per metric ton (Tables 1 and 2).

Taking into account the farm value for soybeans of \$183.72 per metric ton, the resulting landed cost for the PNW route for the 4th quarter was \$272.49 per metric ton, compared to \$276.17 per metric ton for soybean exports via the Gulf route, a difference of 1.4 percent (Figure 1).

Truck costs for moving soybeans decreased 12.5 percent from the 3rd quarter (Tables 1 and 2), even though diesel costs increased from \$1.86 per gallon to \$2.11 per gallon. Part of this decrease in truck transportation

Figure 1 - Cost of shipping soybeans from Minnesota to Japan, 4th quarter 2004

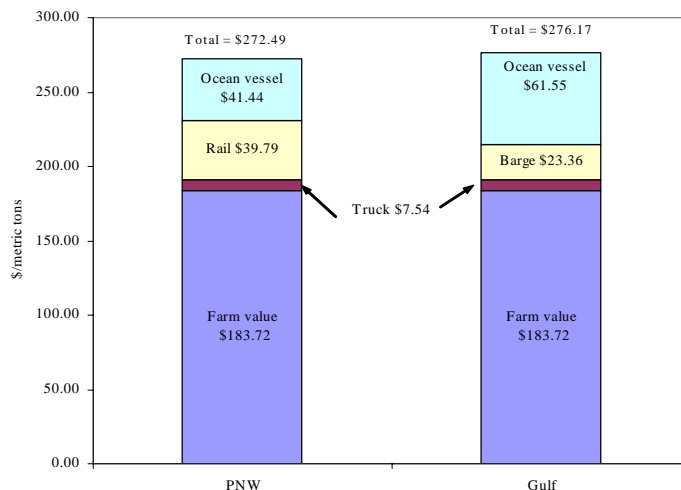


Table 1--Quarterly PNW rate comparisons

2004	4th qtr	3rd qtr	Percent change
	\$/metric ton		
Truck	7.54	8.62	-12.5
Rail	39.79	36.49	9.0
Ocean vessel	41.44	32.86	26.1
Total	88.77	77.97	13.9

Table 2--Quarterly Gulf rate comparisons

2004	4th qtr	3rd qtr	Percent change
	\$/metric ton		
Truck	7.54	8.62	-12.5
Barge	23.36	16.46	41.9
Ocean vessel	61.55	50.50	21.9
Total	92.45	75.58	22.3

costs may be attributed to producer-owned trucks entering the transportation market following harvest, which increased the availability of for-hire trucks.

Bad weather and high water remained the primary factors most affecting barge rates during the 4th quarter. Barge rates for moving soybeans increased 41.9 percent between the 3rd and 4th quarters, increasing from \$16.46 to \$23.36 per metric ton.

The cost of moving soybeans by rail from Minneapolis, MN, to the PNW increased by 9 percent, from \$36.49 in the 3rd quarter to \$39.79 in the 4th quarter. A relatively large volume of soybeans was moved through the PNW early in the quarter, with decreasing shipments throughout November and December, 2004.

Ocean rates for soybean shipments from the Gulf to Japan increased 21.9 percent, from \$50.50 per metric ton in the 3rd quarter to \$61.55 per metric ton in the 4th quarter. PNW ocean rates increased 26.1 percent, from \$32.86 per metric ton in the 3rd quarter to \$41.44 per metric ton in the 4th quarter. Port congestion, increased fuel costs, increased demand for fertilizer, steel, coal and other commodities, as well as an overall global economic recovery during the period added to the increase. Karl.Hacker@USDA.gov

Grain Transportation Indicators

Table 1--Grain transport cost indicators*

Week ending	Truck	Rail	Barge	Ocean	
				Gulf	Pacific
03/30/05	151	109	128	285	272
Compared with last week	Unchanged	↓	↓	↓	↓

*Indicator: Base year 2000 = 100; Weekly updates include truck = diesel (\$/gallon); rail = nearby secondary rail market (\$/car);

barge = spot Illinois River basis (index = percent of tariff rate); and ocean = routes to Japan (\$/metric ton)

Source: Transportation & Marketing Programs/AMS/USDA

Table 2--Market update: U.S. origins to export position price spreads (\$/bushel)

Commodity	Origin--destination	3/24/2005	3/18/2005
Corn	IL--Gulf	-0.55	-0.58
Corn	NE--Gulf	-0.66	-0.68
Soybean	IA--Gulf	-0.79	-0.85
HRW	KS--Gulf	-0.75	-0.76
HRS	ND--Portland	-1.46	-1.44

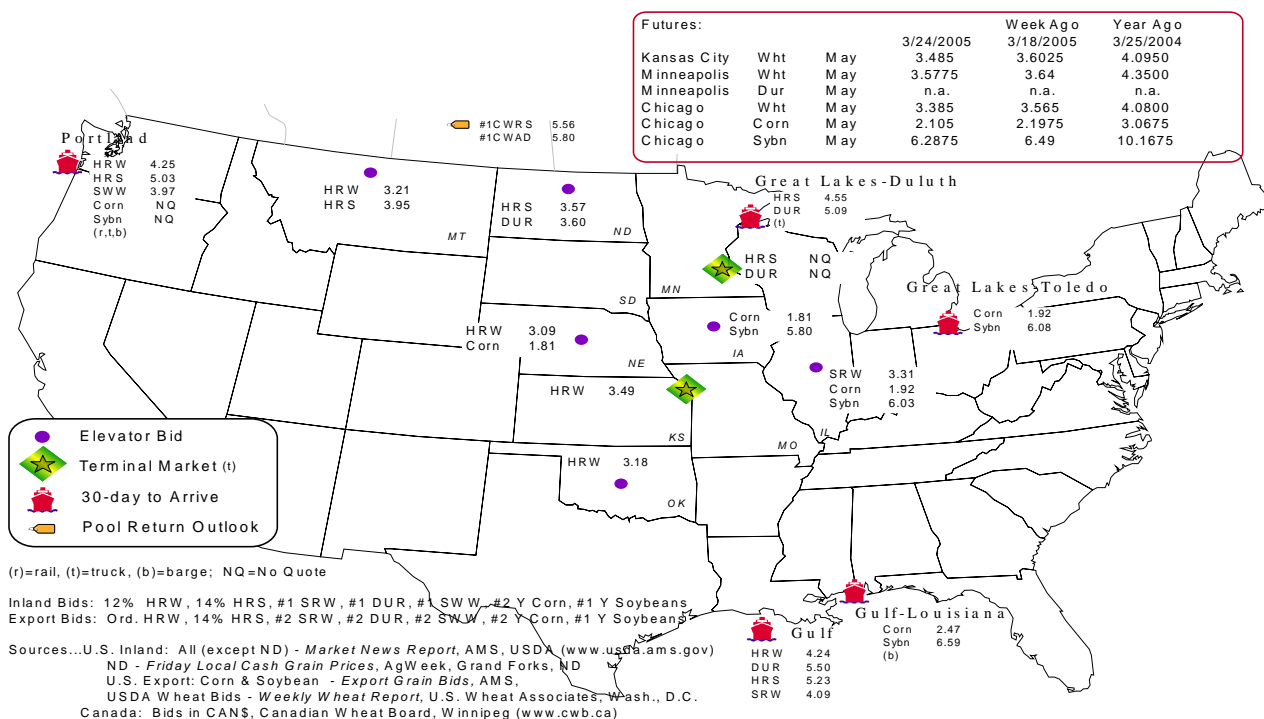
Note: nq = no quote

Source: Transportation & Marketing Programs/AMS/USDA

The **grain bid summary** illustrates the market relationships for commodities. Positive and negative adjustments in differential between terminal and futures markets, and the relationship to inland market points, are indicators of changes in fundamental market supply and demand. The map may be used to monitor market and time differentials.

Figure 1

Grain bid summary



Rail Transportation

Table 3--Rail deliveries to port (carloads)*

Week ending	Mississippi Gulf	Texas Gulf	Cross-Border Mexico	Pacific Northwest	Atlantic & East Gulf	Total
03/23/2005 ^p	116	1,532	2,176	3,525	295	7,644
03/16/2005 ^r	173	2,374	1,415	5,013	532	9,507
2005 YTD	4,456	21,878	19,312	55,536	5,886	107,068
2004 YTD	2,472	30,223	10,091	52,472	3,281	98,539
2005 as % of 2004	180	72	191	106	179	109
Total 2004	10,475	92,073	67,992	209,625	10,986	391,151
Total 2003**	14,843	88,194	48,805	157,125	20,509	329,476

(*) Incomplete Data; as of 9/22/04, Cross-Border movements included; (**) Excludes 53rd week; YTD = year-to-date; p = preliminary data;

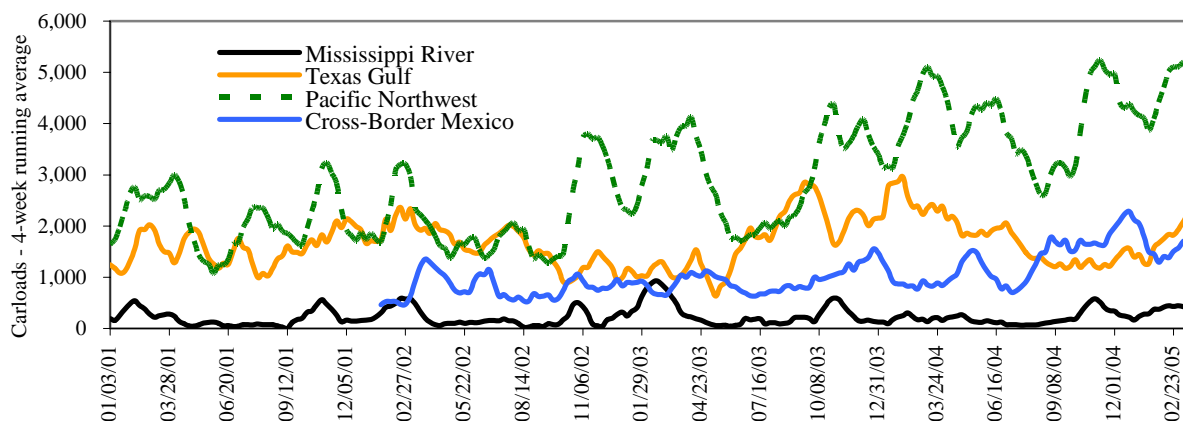
r = revised data

Source: Transportation & Marketing Programs/AMS/USDA

Railroads originate approximately 40 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2

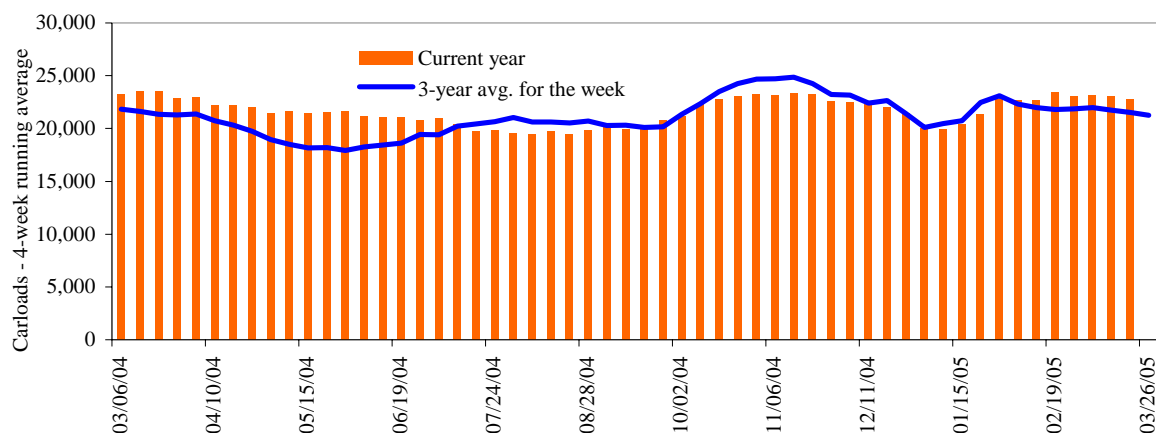
Rail deliveries to port



Source: Transportation & Marketing Programs/AMS/USDA

Figure 3

Total weekly U.S. grain car loadings for Class I railroads



Source: Association of American Railroads

Table 4--Class I rail carrier grain car bulletin (grain carloads originated)

Week ending	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
03/19/05	3,405	3,628	8,873	685	6,649	23,240	4,583	2,855
This week last year	2,949	3,203	9,435	566	6,559	22,712	4,701	3,305
2005 YTD	34,610	37,919	106,936	7,546	65,655	252,666	50,057	43,379
2004 YTD	33,347	37,968	103,921	6,463	74,222	255,921	50,941	37,287
2005 as % of 2004	104	100	103	117	88	99	98	116
Total 2004	142,206	169,650	458,587	27,618	327,510	1,125,571	237,664	210,060

Source: Association of American Railroads (www.aar.org); YTD = year-to-date

Table 5--Rail car auction offerings, week ending 3/26/05 (\$/car)*

Delivery for:	May-05	Jun. 05	Jul. 05
BNSF ¹			
COT/N. grain	no offer	\$38	\$77
COT/S. grain	no offer	\$13	\$35
UP ²			
GCAS/Region 1	no offer	\$1	no offer
GCAS/Region 2	no offer	\$6	no offer

*Average premium/discount to tariff, last auction

¹BNSF - COT = Certificate of Transportation

N includes: ID, MN, MT, ND, OR, SD, WA, WI, WY, and Manitoba, Canada.

S includes: CO, IA, IL, KS, MO, NE, OK, TX, NM, AZ, CA, UT, and NV.

²UP - GCAS = Grain Car Allocation System

Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

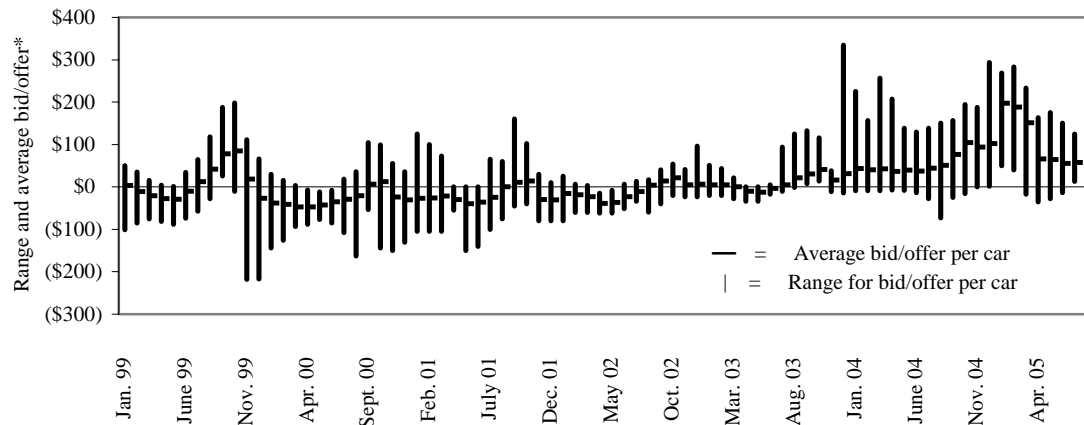
Source: Transportation & Marketing Programs/AMS/USDA

Rail service may be ordered directly from the railroad via **auction** for guaranteed service or tariff for nonguaranteed service or through the secondary market.

The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

Figure 4

Secondary rail car market, delivery month-year



*up to 6 months of trading

Source: Transportation & Marketing Programs/AMS/USDA

Average bid/offer is the simple average of all the weekly bids/offers over the entire period (up to 6 months) for guaranteed railcars that are traded for delivery in a particular month.

Range for bid/offer shows the range of average weekly bids/offers over the entire period (up to 6 months) for guaranteed railcars that are traded for delivery in a particular month.

Table 6--Weekly secondary rail car market, week ending 3/26/05 (\$/car)*

	Delivery period			
	May-05	Jun-05	Jul-05	Aug-05
BNSF-GF	\$56	\$45	\$55	\$115
Change from last week	\$13	\$9	\$6	-\$35
UP-Pool	-\$28	-\$13	\$43	\$93
Change from last week	-\$10	-\$13	\$0	\$13

*Average premium/discount to tariff, \$/car-last week

Note: Bids listed are market INDICATORS only & are NOT guaranteed prices,

Missing value = no bid quoted; GF = guaranteed freight; Pool = guaranteed pool

Sources: Transportation and Marketing Programs/AMS/USDA

Data from Atwood/ConAgra, Harvest States Co-op, James B. Joiner Co., Tradewest Brokerage Co.

Table 7--Tariff rail rates for unit and shuttle train shipments***Effective date:**

3/7/2005

	Origin region	Destination region	Rate/car	Rate/metric ton	Rate/bushel**
<u>Unit train*</u>					
Wheat	Minneapolis, MN	Houston, TX	\$2,420	\$26.68	\$0.73
	Kansas City, MO	Galveston, TX	\$1,920	\$21.16	\$0.58
	Minneapolis, MN	Portland, OR	\$4,148	\$45.72	\$1.24
	St. Louis, MO	Houston, TX	\$2,145	\$23.64	\$0.64
	Chicago, IL	Albany, NY	\$1,861	\$20.51	\$0.56
	Chicago, IL	Richmond, VA	\$2,002	\$22.07	\$0.60
Corn	Minneapolis, MN	Portland, OR	\$3,600	\$39.68	\$1.01
	Chicago, IL	Baton Rouge, LA	\$2,510	\$27.67	\$0.70
	Council Bluffs, IA	Baton Rouge, LA	\$2,370	\$26.12	\$0.66
	Evansville, IN	Raleigh, NC	\$1,791	\$19.74	\$0.50
	Council, Bluffs, IA	Stockton, CA	\$3,606	\$39.75	\$1.01
	Kansas City, MO	Dalhart, TX	\$1,965	\$21.66	\$0.55
	Columbus, OH	Raleigh, NC	\$1,700	\$18.74	\$0.48
Soybeans	Minneapolis, MN	Portland, OR	\$3,610	\$39.79	\$1.08
	Chicago, IL	Baton Rouge, LA	\$2,355	\$25.96	\$0.71
	Council Bluffs, IA	Baton Rouge, LA	\$2,215	\$24.42	\$0.66
	Evansville, IN	Raleigh, NC	\$1,791	\$19.74	\$0.54
	Chicago, IL	Raleigh, NC	\$2,391	\$26.36	\$0.72
<u>Shuttle Train</u>					
Wheat	St. Louis, MO	Houston, TX	\$1,895	\$20.89	\$0.57
	Minneapolis, MN	Portland, OR	\$3,993	\$44.01	\$1.20
Corn	Fremont, NE	Houston, TX	\$2,665	\$29.38	\$0.75
	Minneapolis, MN	Portland, OR	\$3,450	\$38.03	\$0.97
Soybeans	Council Bluffs, IA	Houston, TX	\$2,785	\$30.70	\$0.84
	Minneapolis, MN	Portland, OR	\$3,410	\$37.59	\$1.02

*A unit train refers to shipments of at least 52 cars. Shuttle train rates are available for qualified shipments of more than 100 cars that meet railroad efficiency requirements.

**Approximate load per car = 100 short tons: corn 56 lbs./bu., wheat & soybeans 60 lbs./bu.

Sources: www.bnsf.com, www.cpr.ca, www.csx.com, www.uprr.com

Table 8--Tariff rail rates for U.S. bulk grain shipments to the U.S.-Mexico border

Effective date:						
3/7/2005	Origin state	Border crossing region	Train size	Rate/car ¹	Rate/metric ton	Rate/bushel**
Wheat	KS	Brownsville, TX	Shuttle	\$2,742	\$28.02	\$0.76
	ND	Eagle Pass, TX	Shuttle	\$5,426	\$55.44	\$1.51
	OK	El Paso, TX	Shuttle	\$2,155	\$22.02	\$0.60
	OK	El Paso, TX	Shuttle	\$2,241	\$22.90	\$0.62
	AR	Laredo, TX	Unit	\$2,165	\$22.12	\$0.60
	IL	Laredo, TX	Shuttle	\$2,970	\$30.35	\$0.83
	MT	Laredo, TX	Shuttle	\$5,714*	\$58.38	\$1.59
	TX	Laredo, TX	Shuttle	\$1,598*	\$16.33	\$0.44
	MO	Laredo, TX	Unit	\$2,678*	\$27.36	\$0.74
	WI	Laredo, TX	Unit	\$3,188	\$32.57	\$0.89
Corn	NE	Brownsville, TX	Shuttle	\$2,995	\$30.60	\$0.78
	NE	Brownsville, TX	Shuttle	\$3,429*	\$35.04	\$0.89
	IA	Eagle Pass, TX	Unit	\$3,225	\$32.95	\$0.84
	MO	Eagle Pass, TX	Shuttle	\$2,932*	\$29.96	\$0.76
	NE	Eagle Pass, TX	Shuttle	\$3,332*	\$34.05	\$0.86
	IA	Laredo, TX	Unit	\$3,225*	\$32.95	\$0.84
Soybean	IA	Brownsville, TX	Shuttle	\$2,880	\$29.43	\$0.80
	MN	Brownsville, TX	Shuttle	\$3,176	\$32.45	\$0.88
	NE	Brownsville, TX	Shuttle	\$2,688	\$27.47	\$0.75
	NE	Eagle Pass, TX	Shuttle	\$2,765	\$28.25	\$0.77
	IA	Laredo, TX	Unit	\$2,918*	\$29.82	\$0.81

A unit train refers to shipments of at least 52 cars. Shuttle train are available for qualified shipments of more than 100 cars that meet railroad efficiency requirements.

¹Rates are based upon published tariff rates for high-capacity rail cars.

*High-capacity rate not available, rate estimated using published low-capacity tariff rate x 1.08

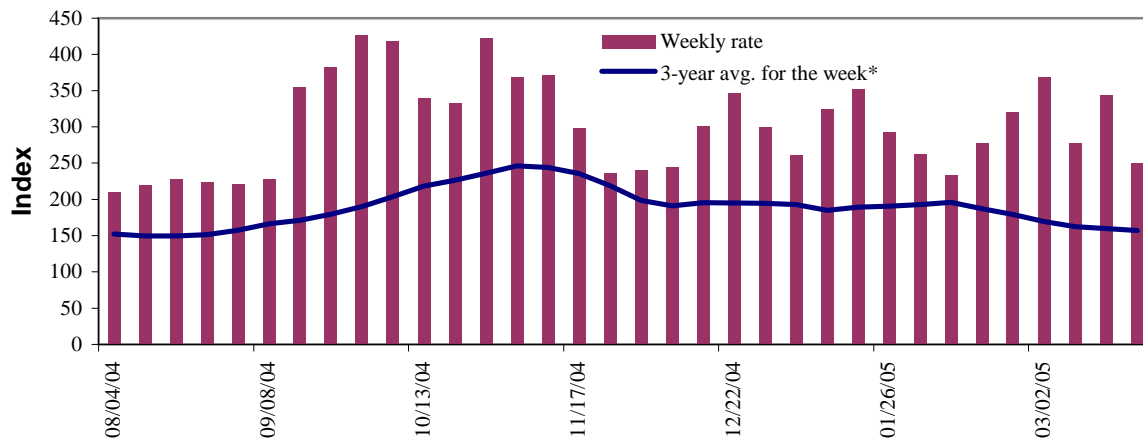
**Approximate load per car = 97.87 metric tons: Corn 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

Sources: www.bnsf.com, www.uprr.com

Barge Transportation

Figure 5

Illinois River barge rate index - quotes



Note: Index = percent of tariff rate; *4-week moving average

Source: Transportation & Marketing Programs/AMS/USDA

The **Illinois River barge rate index** averaged 183 percent of the **benchmark tariff rates** between 1999 and 2001, based on weekly market quotes. The **index**, along with **rate quotes** and **futures market bids** are indicators of grain transport supply and demand.

Table 9--Barge rate quotes: southbound barge freight

Location	3/23/2005	3/16/2005	Apr '05	June '05
Twin Cities	n/a	n/a	291	282
Mid-Mississippi	271	350	254	254
Illinois River	250	344	242	246
St. Louis	203	308	204	213
Lower Ohio	233	343	227	234
Cairo-Memphis	198	287	199	208

Index = percent of tariff, based on 1976 tariff benchmark rate

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

Benchmark tariff rates

Calculating barge rate per ton:

(Index * 1976 tariff benchmark rate per ton)/100

Select applicable index from market quotes included in tables on this page. The 1976 benchmark rates per ton are provided in map (see figure 6).

Note: The Illinois barge rate is for Beardstown, IL, La Grange Lock & Dam (L&D 8).

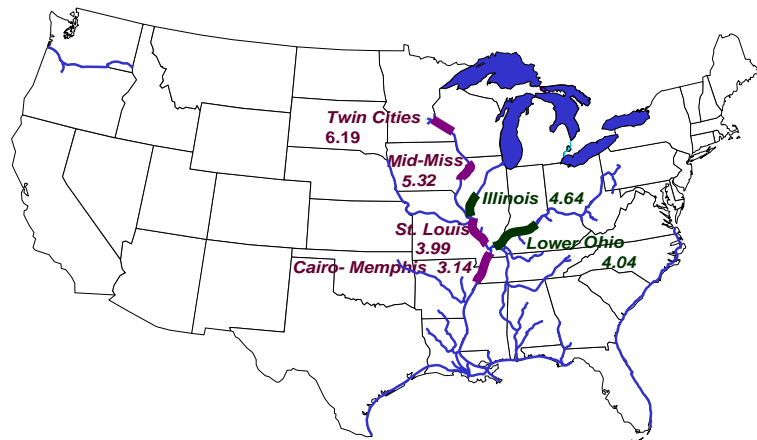
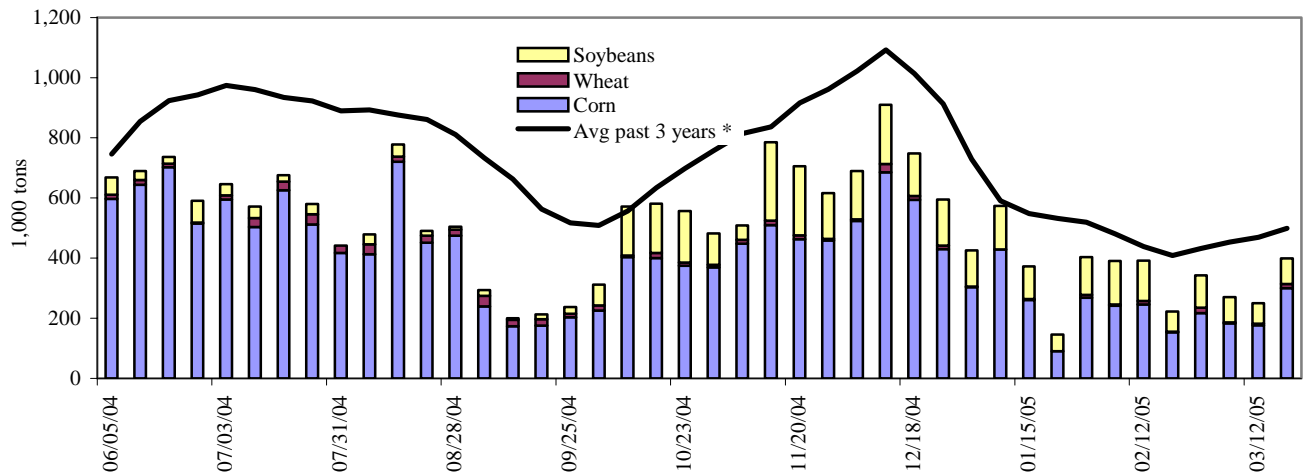


Figure 7

Barge movements on the Mississippi River (Locks 27 - Granite City, IL)

* 4-week moving average

Source: Transportation & Marketing Programs/AMS/USDA

Table 10--Barge grain movements (1,000 tons)

Week ending 3/19/2005	Corn	Wheat	Soybean	Other	Total
Mississippi River					
Rock Island, IL (L15)	15	0	6	0	21
Winfield, MO (L25)	139	0	45	0	184
Alton, IL (L26)	303	13	87	2	405
Granite City, IL (L27)	300	14	85	2	401
Illinois River (L8)	144	13	37	2	196
Ohio River (L52)	109	5	70	20	204
Arkansas River (L1)	0	31	20	0	51
2005 YTD	3,728	327	2,017	184	6,256
2004 YTD	4,592	527	1,418	238	6,774
2005 as % of 2004 YTD	81	62	142	77	92
Total 2004	26,235	2,701	6,784	843	36,563

YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1.

"Other" refers to oats, barley, sorghum, and rye.

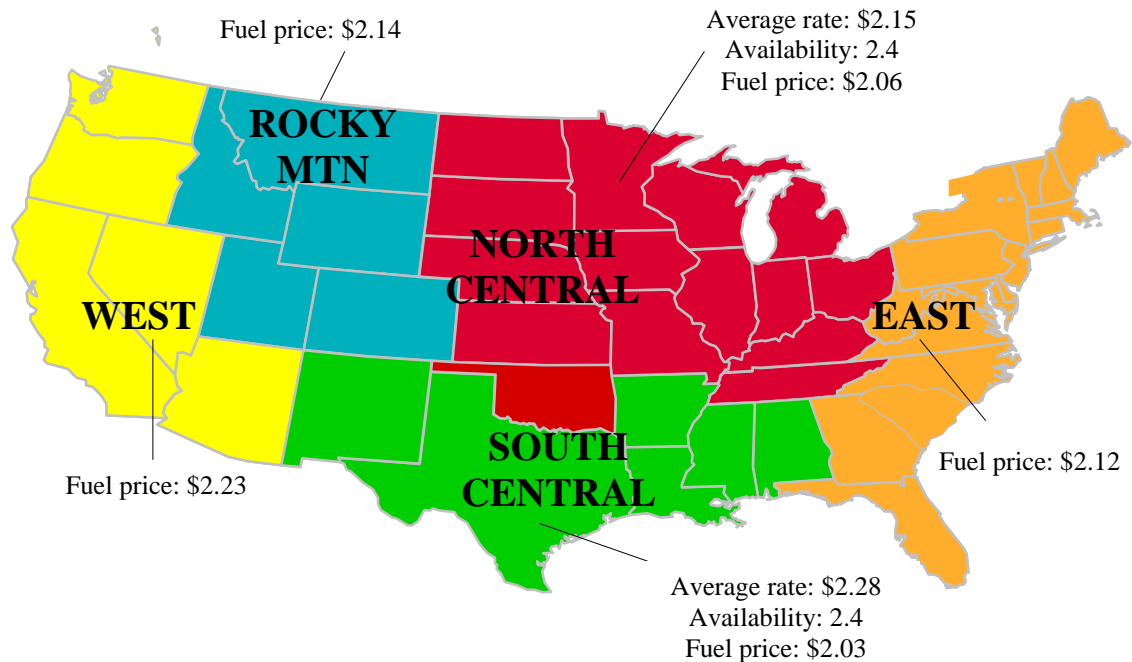
Source: U.S. Army Corp of Engineers (www.mvr.usace.army.mil/mvrimi/omni/webprts/default.asp)

Note: Total may not add exactly, due to rounding

Truck Transportation

Figure 8

U.S. grain truck market advisory, 4th quarter 2004*



*Average rate per loaded mile, based on truck rates for trips of 25, 100, and 200 miles

Note: Fuel prices are a quarterly average (unit per gallon)

Fuel price data source: Energy Information Administration, U.S. Department of Energy, www.eia.doe.gov

Table 11--U.S. grain truck market overview, 4th quarter 2004

Region/commodity*	25 miles	100 miles	200 miles	Truck availability	Truck activity	Future truck activity
	Rate per mile			Rating compared to same quarter last year		
				1=Very easy to 5=Very difficult	1=Much lower to 5=Much higher	
National average¹	2.89	1.94	1.75	2.5	3.2	2.9
North Central region²	2.75	1.97	1.74	2.4	3.5	3.0
Corn	3.03	1.95	1.88	2.1	3.6	3.0
Wheat	2.27	2.05	1.67	2.6	3.0	2.8
Soybean	2.94	1.88	1.97	1.9	3.4	2.8
South Central region²	3.03	1.95	1.86	2.4	2.6	2.3
Corn	3.06	1.97	1.82	2.3	2.5	2.3
Wheat	2.75	1.85	1.78	2.3	3.0	2.5
Soybean	3.39	2.21	2.11	1.5	2.3	2.3

Rates are based on trucks with 80,000 lb weight limit

*Commodity averages based on truck rates for top producing states based on National Agricultural Statistics Service/USDA

¹National average includes: AR, CO, IA, IL, IN, KS, LA, MN, MS, ND, NE, OH, OK, OR, SD, TX, and WA.

²Commodity rates per mile include the average of the top 3 producing states within the region.

Source: Transportation and Marketing Programs/AMS/USDA

The **weekly diesel price** provides a proxy for trends in U.S. truck rates. Diesel fuel is a significant expense for truck grain movements, accounting for 37 percent of the estimated variable cost.

Table 12--Retail on-highway diesel prices*, week ending 03/28/05 (US\$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.248	0.003	0.610
	New England	2.374	0.019	0.617
	Central Atlantic	2.360	0.002	0.631
	Lower Atlantic	2.189	0.003	0.601
II	Midwest	2.203	0.007	0.587
III	Gulf Coast	2.182	0.002	0.599
IV	Rocky Mountain	2.326	0.013	0.646
V	West Coast	2.483	0.012	0.666
	California	2.512	0.030	0.623
Total	U.S.	2.249	0.005	0.607

*Diesel fuel prices include all taxes.

Source: Energy Information Administration/U.S. Department of Energy (www.eia.doe.gov)

Grain Exports

Table 13--U.S. export balances (1,000 metric tons)

Week ending 1/	Wheat						Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR	All wheat			
3/17/2005	1,576	241	1,343	499	110	3,769	7,291	3,046	14,106
This week year ago	2,255	872	1,334	985	158	5,603	8,829	2,247	16,679
Cumulative exports-crop year 2/									
2004/05 YTD	7,728	2,946	6,365	4,116	556	21,712	24,847	23,710	70,269
2003/04 YTD	10,229	3,032	5,300	4,035	843	23,438	27,062	21,026	71,526
2004/05 as % of 2003/04	76	97	120	102	66	93	92	113	98
2003/04 Total	12,697	3,785	6,928	4,889	1,053	29,353	47,704	24,102	101,159
2002/03 Total	6,896	2,899	6,645	3,517	720	20,677	39,646	28,908	89,231

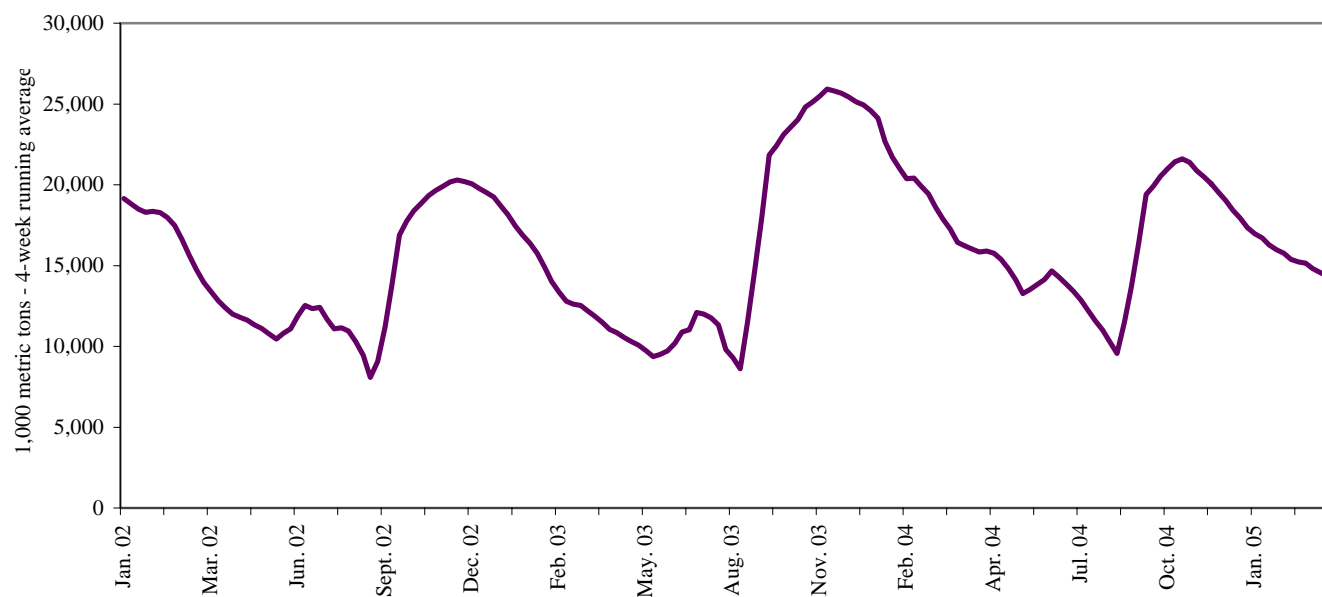
Note: YTD = year-to-date. Crop year: wheat = 6/01-5/31, corn & soybeans = 9/01-8/31, 1/ = Current outstanding unshipped export sales to date

2/ = New crop year in effect for corn and soybean sales

Source: Foreign Agricultural Service/USDA (www.fas.usda.gov)

Figure 9

U.S. grain, unshipped export balance, including wheat, corn, and soybean sales



Source: Foreign Agricultural Service/USDA (www.fas.usda.gov)

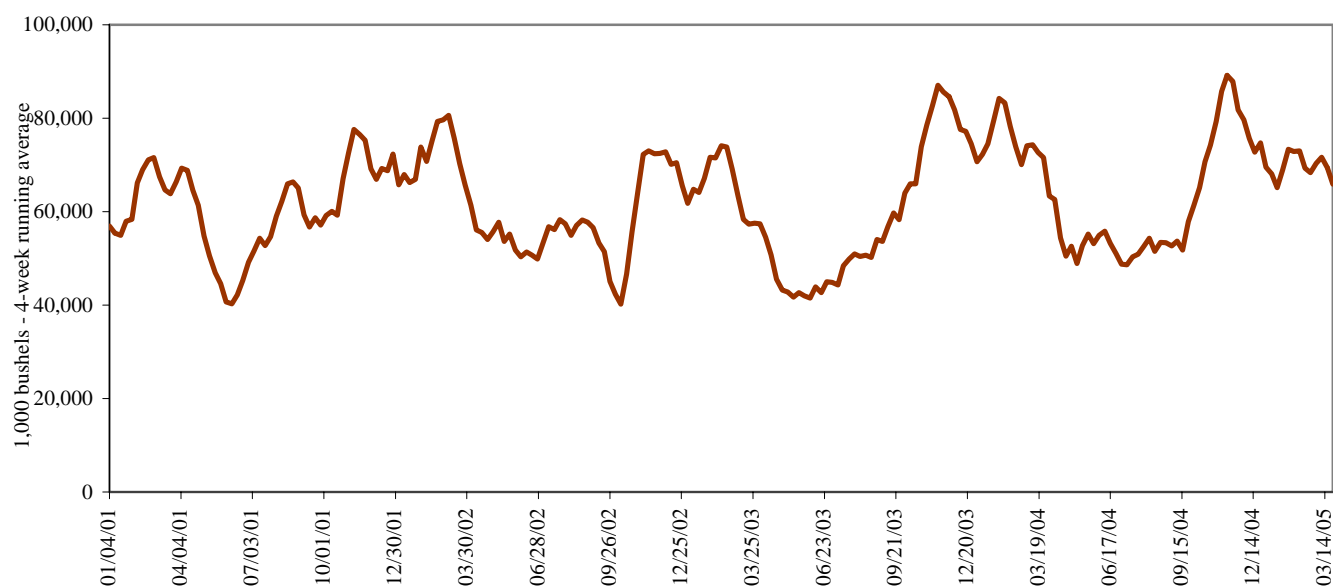
Table 14--Select U.S. port regions - grain inspections for export (1,000 metric tons)

Week ending	Pacific Region			Mississippi Gulf			Texas Gulf			Port Region total		
	Wheat	Corn	Soybeans	Wheat	Corn	Soybeans	Wheat	Corn	Soybeans	Pacific	Mississippi	Texas
03/24/05	179	195	8	179	466	377	183	22	0	381	1,021	205
2005 YTD	2,610	1,982	2,041	1,334	6,285	6,042	1,496	209	6	6,633	13,661	1,711
2004 YTD	2,742	2,130	1,484	1,678	8,440	4,727	2,604	44	7	6,355	14,845	2,654
2005 as % of 2004	95	93	138	80	74	128	57	480	86	104	92	64
2004 Total *	12,121	9,741	4,753	7,154	32,851	15,540	7,936	131	23	26,615	55,546	8,089

Source: Federal Grain Inspection Service/USDA (www.usda.gov/gipsa); YTD: year-to-date; * includes 53rd week

The United States exports approximately one-quarter of the grain it produces. On average, it includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Over 60 percent of these U.S. export grain shipments departed through the Mississippi Gulf region in 2003.

Figure 10

U.S. grain inspected for export (wheat, corn, and soybeans)

Source: Federal Grain Inspection Service/USDA (www.usda.gov/gipsa)

Ocean Transportation

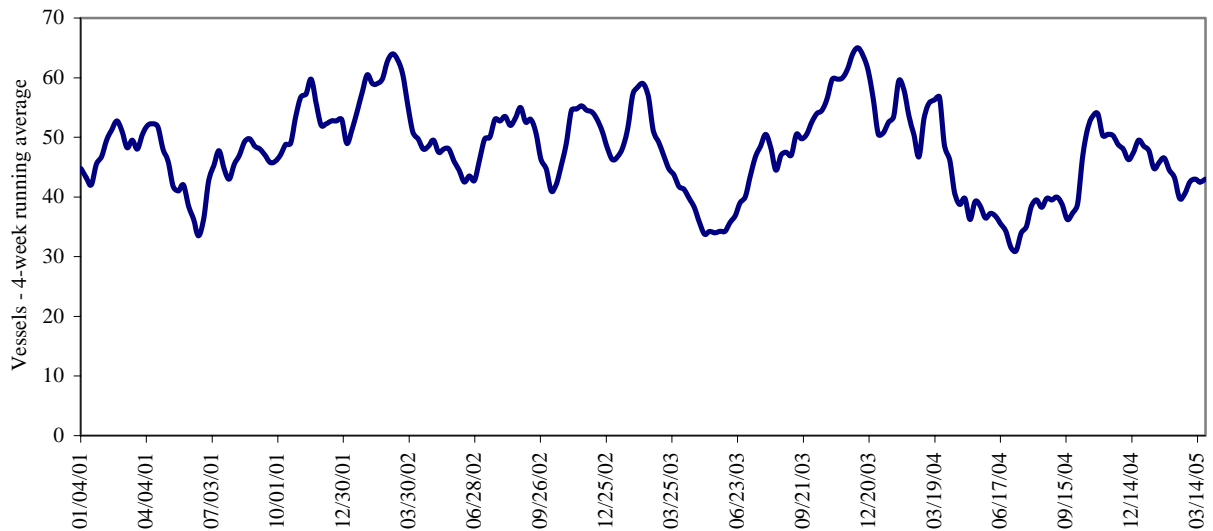
Table 15--Weekly port region grain ocean vessel activity (number of vessels)

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
3/24/2005	19	52	50	11	6
3/17/2005	41	40	49	9	9
2004 range	(10..43)	(25..73)	(38..96)	(4..16)	(0..18)
2004 avg.	24	45	61	9	6

Source: Transportation & Marketing Programs/AMS/USDA

Figure 11

Gulf Port grain vessel loading (past 7 days)



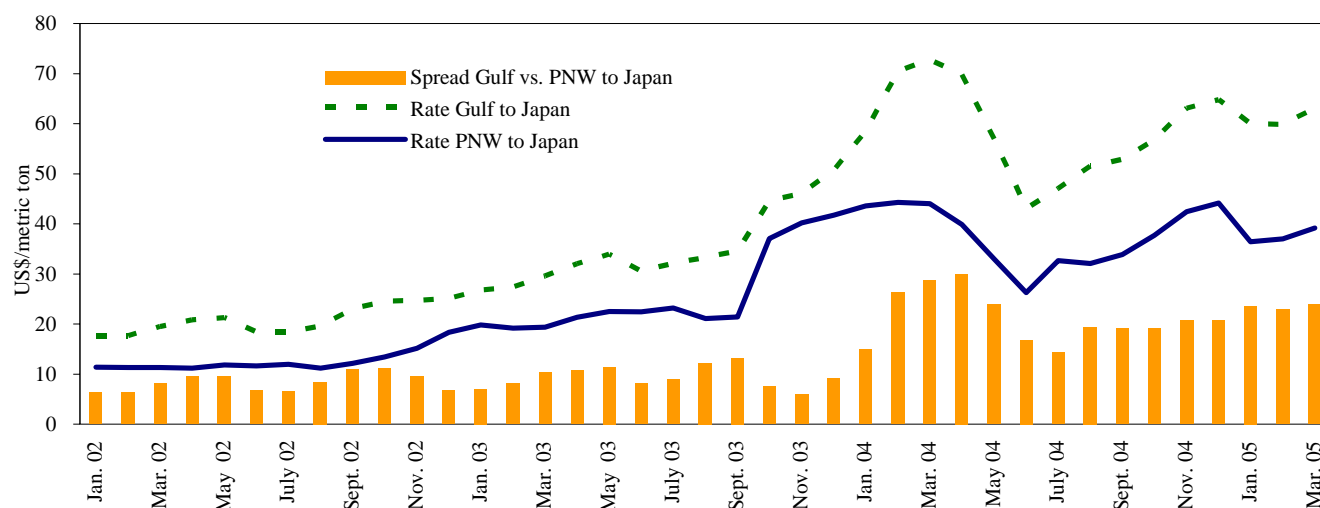
Source: Transportation & Marketing Programs/AMS/USDA

Table 16--Quarterly ocean freight rates (average rates & percentage changes) (US\$/metric ton)

Countries/ regions	2004 4th qtr	2003 4th qtr	Percent change	Countries/ regions	2004 4th qtr	2003 4th qtr	Percent change
Gulf to				Pacific NW to			
Japan	\$60.83	\$41.83	45	Japan	---	---	---
China	\$56.35	\$45.50	24	Argentina/Brazil to			
N. Europe	---	---	---	Med. Sea	---	\$38.50	---
N. Africa	---	\$35.00	---	China	---	---	---
Med. Sea	---	\$31.75	---				

Source: Maritime Research, Inc. (www.maritime-research.com)

Figure 12

Grain vessel rates, U.S. to Japan

Source: Baltic Exchange (www.balticexchange.com)

Table 17--Ocean freight rates for selected shipments, week ending 03/26/05

Export region	Import region	Grain	Month	Volume loads (metric tons)	Freight rate (\$/metric ton)
U.S. Gulf	Japan	Hvy Grain	Mar 1/2	54,000	59.75
U.S. Gulf	Mauritania	Wheat	Mar 7/17	8,750	69.75
U.S. Gulf	Haiti*	Wheat	Feb 19/28	8,300	59.18
U.S. Gulf	Kenya or Sudan	Wheat	Mar 2/12	34,000	74.00 op 84.50
PNW	Kenya	Wheatflour	Mar 5/15	34,000	74.00
River Plate	Algeria	Hvy Grain	Mar 5/10	25,000	59.00
River Plate	Algeria	Wheat	Feb 5/15	25,000	59.50

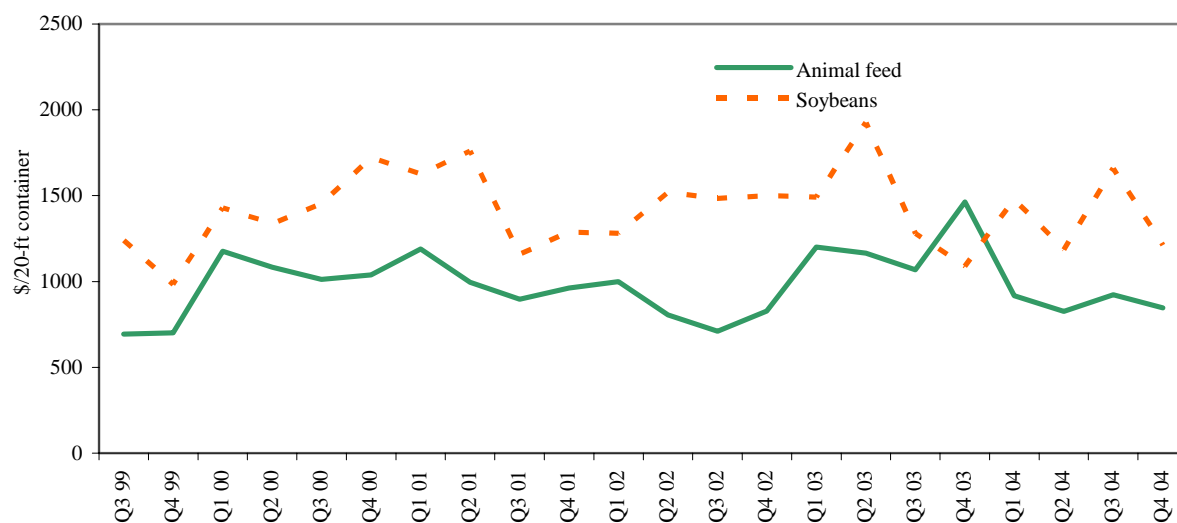
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

*Most food aid from the United States is required to be shipped on U.S. flag vessels. The vessels are limited in availability resulting in higher rates. In addition, destinations receiving food aid generally lack adequate port unloading facilities, requiring the vessel to remain in port for a longer duration than normal.

Source: Maritime Research Inc. (www.maritime-research.com)

Figure 13

Weighted average rates¹ for containerized shipments of animal feed and soybeans to selected Asian countries



¹ Animal Feed: Busan-Korea (14%), Kaohsiung-Taiwan (24%), Tokyo-Japan (38%), Hong Kong (20%), Bangkok-Thailand (3%) and soybeans: Busan-Korea (4%), Keelung-Taiwan (53%), Tokyo-Japan (44%), Bangkok-Thailand (0.2%)

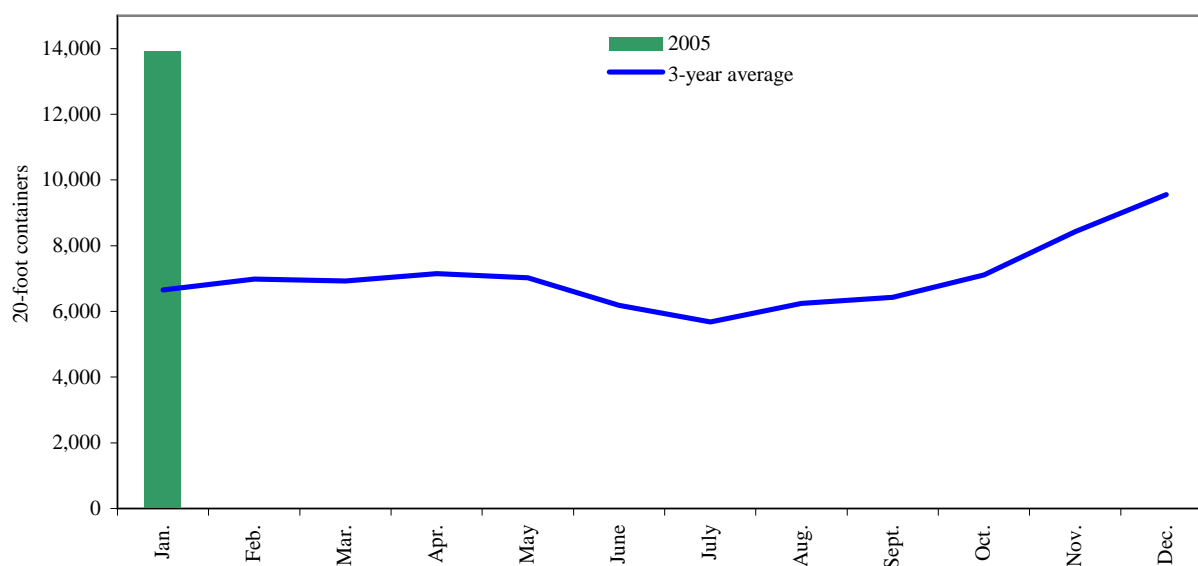
Quarter 4, 2004.

Source: Ocean Rate Bulletin, Transportation & Marketing Programs/AMS/USDA

Container ocean freight rates – average rate per twenty-foot equivalent unit (TEU) weighted by shipping line market share and trade route.

Figure 14

Monthly shipments of containerized grain for 2005 compared with a 3-year average



Note: PIERs data is available with a lag of approximately 40 days

Source: Port Import Export Reporting Service (PIERS), *Journal of Commerce*

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Related Websites

<i>Agricultural Container Indicators</i>	http://www.ams.usda.gov/tmd2/agci/
<i>Ocean Rate Bulletin</i>	http://www.ams.usda.gov/tmd/Ocean/index.asp

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